

October 6, 1943

Minutes of the Three Hundred and Thirty-Sixth Meeting, a Regular Meeting, of the Highway Commission held in the State Highway Building at Austin, Texas, with the following members present:

Brady Gentry	Chairman
Reuben Williams	Member
Fred E. Knetsch	Member
D. C. Greer	State Highway Engineer

20221

It is ordered by the Commission that a Regular Meeting of the State Highway Commission be opened at 9:00 A. M., October 6, 1943.

20222

WHEREAS, in compliance with Minute No. 20196, eight one-million dollar and twenty one-hundred-thousand dollar seven-eighths per cent Treasury Certificates of Indebtedness of the United States of America were purchased from the Federal Reserve Bank, San Antonio, Texas, through the American National Bank, Austin, Texas; and

WHEREAS, the State Highway Department has received from Mr. Jesse James, State Treasurer, an acknowledgment of receipt dated September 24, 1943, for eight one-million-dollar Certificates of Indebtedness numbered 137 to 138, and 140 to 145 inclusive, and twenty one-hundred-thousand dollar Certificates of Indebtedness numbered 1987 to 2006 inclusive, with interest coupons attached;

THEREFORE, IT IS ORDERED by the Commission that the receipt of Mr. Jesse James, State Treasurer, for the above numbered Treasury Certificates be accepted, and that said certificates be retained by Mr. Jesse James, State Treasurer, in his custody for safe keeping until redeemed.

20223

WHEREAS the Texas State Highway Commission on March 18, 1940 entered into an agreement with Walter Frese of Hasting House, Publisher, of New York City, whereby the Commission agreed to sponsor the publication of the Texas State Guide(a volume of the American Guide Series prepared by the Writers Project of Texas, a branch of WPA), and

WHEREAS under the terms of this agreement, the Publisher agreed to pay a royalty for all copies sold by him, such royalty to be payable to the United States Treasurer for deposit to the credit of the WPA Writers Program of the Work Projects Administration in the State of Texas, and

WHEREAS the agreement also provided that after two years from the date of publication, the Publisher may upon proper notice, discontinue publication; and the Publisher has now advised that production costs have been greatly increased by the war and it will not be practical to reprint the book unless the agreement dated March 18, 1940 be amended by waiving all royalties, and

WHEREAS the Commission feels that the State of Texas has had considerable favorable publicity from the publication of this book, and at no expense to the State; and the Commission desires to continue the publication and sale of the book, now

THEREFORE, IT IS ORDERED that the agreement dated March 18, 1940 be amended by waiving all royalties recited therein and that a copy of this order be furnished the proper office of the Works Project Administration.

October 6, 1943

20224

It is ordered that \$39,595.51 be appropriated to reimburse the Texas Prison System for 1,722,300 pairs of 1943 motor vehicle license tabs at .02250 a pair and 75,000 single tabs at .01125 per tab.

This appropriation is authorized by a rider to the Highway Department Section of the Biennial Appropriation Bill for the period, September 1, 1941 to August 31, 1943, Senate Bill No. 423 of the 47th Legislature.

A.F.E. 43-186

20225

In BRAZORIA COUNTY, on bids received September 14, 1943, contract for construction of grading, structures, concrete pavement, flexible base and double asphalt surface treatment, in Freeport and Velasco, a distance of 1.637 miles on HIGHWAY NO. 36 and M. R. HIGHWAY, Control 186-6-13 and 912-42-1, DAWI 84-A (1) & B (1), is awarded to L. H. Lacy and Company, Dallas, Texas, for \$82,185.53, which is the lowest and best bid, subject to the concurrence of the Public Roads Administration.

20226

In CALHOUN COUNTY, on bids received September 14, 1943, contract for construction of grading, structures, flexible base and double asphalt surface treatment, from junction with State Highway 316 to Port Lavaca, a distance of 3.671 miles on HIGHWAY NO. 238, Control 144-4-5, DAWR 75-A(1), is awarded to Holland Page, Austin, Texas for \$83,936.87, which is the lowest and best bid, subject to the concurrence of the Public Roads Administration.

20227

In JEFFERSON COUNTY, on bids received September 14, 1943, contract for construction of concrete pavement from a point 5 miles S.W. of Beaumont West City Limits to Fannett, a distance of 7.568 miles on HIGHWAY NO. 124, Control 368-3-7, is awarded to Harrison Engineering and Construction Corporation, Kansas City, Missouri for \$213,967.46, which is the lowest and best bid.

20228

In LIBERTY AND CHAMBERS COUNTIES, on bids received September 14, 1943, contract for construction of grading and structures, from 0.882 mile north Liberty-Chambers County Line to Mont Belvieu, a distance of 4.261 miles on HIGHWAY NO. 146, Control 389-1&2-8&4, is awarded to Howard Brothers, Madisonville, Texas, for \$47,185.20, which is the lowest and best bid.

20229

In ORANGE COUNTY, on bids received September 14, 1943, contract for construction of grading, structures and concrete pavement, in Orange, a distance of 1.214 miles on M. R. HIGHWAY, Control 920-19-1, DANI 16-A(1), is awarded to Charles Cohen, Marshall, Texas, for \$99,319.19, which is the lowest and best bid, subject to the concurrence of the Public Roads Administration.

20230

In PARKER COUNTY, on bids received September 14, 1943, contract for construction of grading, flexible base and single asphalt surface treatment, from U. S. Highway No. 80 to Aledo, a distance of 2.404 miles on FARM TO MARKET HIGHWAY NO. 5, Control 8-9-1, is awarded to A. L. Bucy, Brownwood, Texas for \$26,361.79, which is the lowest and best bid.

October 6, 1943

20231

It is ordered by the Commission that each of the following contracts, having been examined by the Commission and it being found that it complies with the order of award by the Commission, is hereby approved in accordance with Section 12, Chapter 186, General Laws of Texas as passed by the 1925 Legislature, 39th Regular Session.

COUNTY	PROJECT	DATE AWARDED	CONTRACTOR
Brazoria	DAWI 84-A(1) DAWI 84-B(1)		L. H. Lacy & Company
Orange	DANI 16-A(1)		Charles Cohen
Calhoun	DAWR 75-A(1)	9-30-43	Holland Page
Jefferson	Control 368-3-7	9-20-43	Harrison Engineering & Construction Corporation
Liberty Chambers	Control 389-1-8 Control 389-2-4	9-20-43	Howard Brothers
Parker	Control 8-9-1	9-20-43	A. L. Bucy

20232

On the following projects on which bids were received on September 14, 1943 and on which contracts have been awarded, an initial construction appropriation of \$575,340.00 is hereby made to be distributed to the projects below:

COUNTY	PROJECT	HWY.	LENGTH	TYPE OF CONSTRUCTION	LOCATION	AMOUNT
Brazoria	DAWI 84-A(1)	36 M.R.	0.543	Gr., Strs., Conc. Pvt.	Brazos R. Diversion Channel TO: $\frac{1}{2}$ Mi. Easterly on Second St.	\$ 29,000.00
Brazoria	DAWI 84-B(1)	36 M.R.	1.094	Gr., Strs., Flex. Bs. & Asph. Surf.	Streets in Velasco & Freeport TO: Serve Dow Chemical Plant	61,300.00
Orange	DANI 16-A(1)	M.R.	1.214	Gr., Str. & Conc. Pvt.	Streets to Defense Housing for Shipbuilding Industry	109,200.00
Calhoun	DAWR 75-A(1)	238	3.671	Gr., Str., Flex. Bs. & Asph.	Hwy. 316 TO: Port Lavaca	28,060.00
Jefferson	C-368-3-7	124	7.568	Conc. Pavement	5 Mi. S.W. of Beaumont TO: Fannett	294,100.00
Liberty	C-389-1-8	146	0.882	Grading & Structures	0.882 Mi. N. of Chambers Co. L. TO: Chamber Co. L.	9,415.00
Chambers	C-389-2-4	146	3.379	Grading & Structures	Mont Belvieu TO: Liberty Co. Line.	44,265.00
TOTAL . . .						\$ 575,340.00

A.F.E. 43-187

October 6, 1943

20233

WHEREAS Minute No. 20094 dated August 2, 1943 appropriated funds for maintenance of all State highways which were under maintenance at the time the budget requests were prepared by the Districts; and

WHEREAS maintenance was assumed on the following sections of highways between the time the budget estimates were prepared by the Districts and September 1, 1943,

IT IS THEREFORE ORDERED BY THE COMMISSION that funds in the amounts shown below be appropriated for the maintenance of these sections of highways for the fiscal year 1943-44:

COUNTY	HIGHWAY	LIMITS	LENGTH	AMOUNT
Lamar	F.M. 79	Unity Cross Roads to Int. U. S. 82 at 5th & Bonham Streets in Paris.	15.6	\$ 7,800.00
Fannin	Park 24	Jct. St. 70 S. of Bonham to Bonham State Park and including the main loop drive around the lake within the park.	3.75	2,437.00
Midland	St. 349	Midland to Upton County line.	24.01	6,723.00
Upton	St. 349	Midland County line to Rankin.	29.568	8,279.00
Wood	St. 154	Quitman, Int. St. 37 to 6.1 Miles east of Quitman.	6.096	2,438.00
Polk	Loop 116	U.S. 59 at Leggett to 3.6 miles south to U.S. 59.	3.60	1,444.00
Galveston	St. 348	Int. Hwy. 146 in Texas City to Int. U.S. 75 in LaMarque	4.35	1,784.00
Gonzales	F.M. 77	Jct. U.S. 87, 2.7 Mi. E. of Nixon to 6.124 Mi. northwest.	6.124	1,525.00
Bastrop	Loop 109	3.1 Mi. S.W. of Travis County Line to Int. with Old Hwy. 20 in Elgin.	0.936	267.00
Bastrop	Loop 109	Hwy. 20, approx. 0.4 Mi. W. of Elgin W.C.L. to Hwy. 20 near Elgin S.C.L.	1.903	542.00
Hays	St. 21	4.4 Mi. N.E. of Hwy. 80 to corner of Hays, Caldwell and Travis C/L.	11.364	3,239.00
Bexar	F.M. 78	Jct. Hwy. 218 at entrance to Randolph Field to Jct. Farm Hwy. 25, 1.848 miles W. of W.C.L. Seguin.	18.419	6,262.00
Freestone	F.M. 80	Teague to Donie	12.0	3,600.00
Kaufman	St. 274	Kemp to Tolosa	5.68	2,556.00
Orange	War 19	2.218 Mi. from S.C.L. Orange to 6.770 Mi. from S.C.L. Orange.	4.552	1,935.00
Collingsworth	Spur 143	Int. with St. Hwy. 203 at Quail to 1.0 Mi. North.	1.0	300.00
Total				\$ 51,131.00

A.F.E. 43-188

October 6, 1943

20234

It is ordered by the Commission that each of the following projects, having been satisfactorily completed in accordance with the plans and specifications and approved changes, is hereby accepted as recommended in the report of the Engineer, and that all moneys due on each final estimate be paid to the respective contractor.

COUNTY	PROJECT NO.	CONTRACTOR	COMPLETED
Donley	M-42-7-16	D & H Construction Company	8-2-43
Donley	M-42-6-16	D & H Construction Company	8-2-43
Donley	M-275-6-8	D & H Construction Company	7-29-43
Donley	M-275-8-8	D & H Construction Company	7-29-43
Donley	M-275-10-8	D & H Construction Company	7-29-43
Gray	M-169-7-9	D & H Construction Company	7-17-43
Gray	M-275-5-8	D & H Construction Company	7-29-43
Gray	M-275-7-7	D & H Construction Company	7-29-43
Gray	M-275-9-7	D & H Construction Company	7-29-43
Gray	M-275-11-14	D & H Construction Company	7-29-43
Gray	M-397-1-10	D & H Construction Company	7-17-43
Hemphill	M-30-5-20	D & H Construction Company	7-3-43
Hutchinson	M-356-1-21	D & H Construction Company	7-21-43
Lipscomb	M-30-4-6	D & H Construction Company	7-3-43
Ochiltree	M-30-1-6	D & H Construction Company	7-3-43
Ochiltree	M-30-2-7	D & H Construction Company	7-3-43
Ochiltree	M-30-3-4	D & H Construction Company	7-3-43
Ochiltree	M-355-4-10	D & H Construction Company	7-3-43
Bandera	M-291-7-4	J. D. Scarborough	8-20-43
Bandera	M-291-5-7	J. D. Scarborough	8-20-43
Bandera	M-291-6-7	J. D. Scarborough	8-20-43
Guadalupe	M-216-2-4	J. D. Scarborough	7-16-43
Comal	M-216-1-3	J. D. Scarborough	7-16-43
Medina	M-291-8-4	J. D. Scarborough	8-20-43
Kerr	M-201-7-5	D & H Construction Company	9-9-43
Kerr	M-201-8-6	D & H Construction Company	9-9-43
Culberson	M-233-1-6	Hugh McMillan	9-2-43
Fannin	M-174-3-10	Public Construction Company	8-14-43
Fannin	M-202-2-4	Public Construction Company	8-14-43
Grayson	M-91-1-15	Public Construction Company	8-14-43
Hopkins	M-83-2-12	Public Construction Company	8-14-43
Hunt	M-135-6-6	Public Construction Company	8-14-43
Rains	M-203-3-11	Public Construction Company	8-14-43
Rains	M-203-4-5	Public Construction Company	8-14-43
Collin	M-9-5-5	Texas Bitulithic Company	8-24-43
Dallas	M-47-7-10	Texas Bitulithic Company	8-24-43
Dallas	M-353-4-10	Texas Bitulithic Company	8-24-43
Ellis	M-48-3-14	Texas Bitulithic Company	8-24-43
Navarro	M-92-6-21	Texas Bitulithic Company	8-24-43
Collin	M-281-1-6	Thomas & Ratliff	7-19-43
Dallas	M-48-1-9	Thomas & Ratliff	7-19-43
Dallas	M-197-2-10	Thomas & Ratliff	7-19-43
Dallas	M-261-2-8	Thomas & Ratliff	7-19-43
Dallas	M-261-3-8	Thomas & Ratliff	7-19-43
Dallas	M-281-3-5	Thomas & Ratliff	7-19-43
Ellis	M-48-3-13	Thomas & Ratliff	7-19-43
Hunt	M-174-1-12	Public Construction Company	8-14-43
Castro	M-226-6-3	Thomas & Ratliff	6-2-43
Gaines	M-294-1-4	Thomas & Ratliff	6-7-43

20235

The following agreements supplemental to contracts previously approved and entered into, having been examined and the terms and conditions having been found satisfactory, and it appearing that an additional appropriation of funds will not be required, are hereby approved:

(Continued on next page)

October 6, 1943

20235 Continued --

RUSK COUNTY, Controls 138-3-8, 138-4-6 and 206-7-7, Austin Road Company, Contractors, providing for substitution of RC-2 asphalt for the 12,514 gallons of RO-3 road oil shown by plans, with increase in price from 12¢ to 13.05¢ per gallon; estimated increase in cost \$131.40.

COLLIN COUNTY, Controls L 91-4-5, 91-4-6 and 91-5-6, W. S. Crawford Company, Contractors, providing for the added items of 181.2 cu. yds. of Class "B" concrete (Pavements) at \$15.00 per cu. yd., 392.5 cu. yds of concrete rip rap (Class "B") at \$15.00 per cu. yd., 1269 lbs. of placing reinforcing steel at 2.5¢ per lb., and 46.8 cu. yds. of concrete curb and gutter at \$15.00 per cu. yd.; no increase in cost as this work was set up to be done by State forces.

DALLAS COUNTY, SN-FAGM 288-B and FAP 592-B, Oran Speer, Contractor, providing that the State furnish paint at stock prices for painting structures, the value to be deducted from the contractor's estimates; no change in project cost.

DALLAS COUNTY, DANR 7-A(1), W. S. Crawford Company, Contractors, providing for construction of Mountain Creek bridge on DANR 7-A(2) at original contract prices where applicable and at agreed unit price of \$2.00 per lin. ft. for concrete railing and lump sum price of \$350.00 for removing old structure; total estimated cost of additional work \$23,500.00, funds for which are provided by Minute No. 20266.

DALLAS COUNTY, SN-FAP 634-D, Austin Bridge Company, Contractors, providing for change in design of concrete pavement with increase in unit price from \$1.45 to \$1.65 per square yard; estimated increase in cost \$4,584.00.

JEFFERSON COUNTY, DAWI 85-A, Charles Cohen, Contractor, providing for construction of concrete culvert under railroad tracks in place of the timber culvert set up by plans to be built by State forces, the agreed prices being \$4.00 per cu. yd. for unclassified structural excavation, \$40.00 per cu. yd. for Class "A" concrete and 7¢ per lb. for reinforcing steel; estimated net increase in cost \$1,054.21.

CHAMBERS COUNTY, Control 389-2-3, Gulf Paving Company, Contractors, providing for the added work of placing permanent center stripe on concrete pavement at price of \$100.00 per mile; estimated cost of additional work \$454.00.

EL PASO COUNTY, SN-FAP 439-A, Hugh McMillan, Contractor, providing for substitution of approximately 256 hours of pneumatic tire rolling for an equal quantity of tamping rolling and at the same unit price of \$3.50 per hour.

20236

In ANGELINA COUNTY on FARM HIGHWAY NO. 58, it is ordered by the Commission that an appropriation of \$26,500.00 be and is hereby made to cover the work of reconditioning the base and surface from 0.71 mile southwest of U. S. Highway 69 to 4.71 miles southwest of U. S. Highway 69, a distance of 4.0 miles. This work is to be performed on the day labor basis through the Maintenance Division.

A.F.E. 43-189

October 6, 1943

20237

In BELL COUNTY on AW-FAS 885-A(3), Control 398-4-10, STATE HIGHWAY 317, the cost of grading, culverts, flexible base and asphalt surface will exceed the original appropriation of funds and an increased appropriation of \$7,100.00 is hereby made to permit completion of improvements as designed.

A.F.E. 43-190

20238

In BRAZOS COUNTY on Control 599-1-2, STATE HIGHWAY 308, an appropriation of \$30,000.00 is hereby made for the construction of concrete pavement involved in extension of this project from North Property Line of A & M College to a connection with existing city pavement of Bryan, this being the work authorized by Minute No. 20216, dated September 7, 1943.

A. F. E. 43-191

20239

In CLAY COUNTY, on STATE HIGHWAY NO. 148, Control 391-3-4, it is ordered that an increased appropriation of \$11,000.00 be and is hereby made to permit completion of the work now under way.

A.F.E. 43-192

20240

In COLLINGSWORTH COUNTY on SPUR 143 from the intersection with State Highway 203 at Quail to one mile north, a distance of 1.0 mile, designated by Minute 20172 dated August 23, 1943, it is ordered by the Commission that the actual official date of State assumption of State Maintenance was September 7, 1943.

20241

WHEREAS, in DALLAS COUNTY AND TARRANT COUNTY, recent designations have been made which tend to complete a loop around the City of Dallas and to facilitate through traffic;

THEREFORE, to simplify the marking of highway routes, thereby assisting the traveling public, it is ordered that the following changes be made:

The section of STATE HIGHWAY NO. 114 from an intersection with U. S. Highway No. 77 at the traffic circle, east to U. S. Highway 67 northeast of White Rock Lake is hereby cancelled.

The DALLAS LOOP NO. 12 is hereby extended from a point on State Highway No. 183 near the west approach to the Trinity River Bridge west of Dallas, over State Highway No. 183 to an intersection with U. S. Highway No. 77 at the traffic circle; thence east over present State Highway No. 114 to a connection with the existing Dallas Loop No. 12 at or near the north end of White Rock Lake.

STATE HIGHWAY NO. 78 is hereby extended from Garland over present U. S. Highway No. 67 to an intersection with present State Highway No. 114; thence west over present State Highway No. 114 to a connection with Dallas Loop No. 12 at or near the north end of White Rock Lake.

The designation of State Highway No. 183 is hereby amended to read, "From an intersection with U. S. Highway No. 77 northwest of Dallas, via Euless to State Highway No. 121; thence over State Highway No. 121 and U. S. Highway No. 377 to a point southwest of Birdville; thence west to an intersection with U. S. Highway No. 81; thence southwest crossing U. S. Highway No. 80 west of Fort Worth, to a point on U. S. Highway No. 377 near the junction of U. S. Highways 80 and 377."

(Continued on next page)

October 6, 1943

20241 Continued --

A state highway is hereby designated from a point on U. S. Highway No. 80 northeast of Mesquite, via Mesquite to a point on U. S. Highway No. 175 in Dallas, to replace a section of present State Highway No. 183

Any and all conditions now in effect, including state maintenance, are continued in effect.

20242

In DALLAS COUNTY on LOOP NO. 12 from the intersection with U. S. Highway 75 to the intersection with the Cockrell-Hill Road (old U. S. 67), a distance of 8.96 miles designated by Minute No. 20145 dated August 3, 1943, it is ordered by the Commission that the actual official date of State assumption of maintenance was September 13, 1943.

20243

In ERATH, SOMERVELL, JOHNSON AND HOOD COUNTIES on U. S. HIGHWAY 67, U. S. HIGHWAY 377 and STATE HIGHWAY 144, it is ordered by the Commission that the special specification, Stencil 4-41-1096R3, "Aggregate, Grade A" in the Cage Brothers & J. Floyd Malcolm contract in the above mentioned counties designated as Projects M-79-4-11, M-80-1-7, M-80-2-10, M-259-3-8, M-259-4-9, M-385-4-8 and M-385-5-7 be changed to "Special Specification Aggregate, Grading A, Modified" and that the Supplemental Agreement dated August 24, 1943 is hereby approved.

20244

In FANNIN COUNTY on FARM HIGHWAY 82 from Bonham via Randolph to Trenton, a distance of approximately 12.8 miles, designated by Minute 20210 dated September 6, 1943, it is ordered by the Commission that the actual official date of State assumption of maintenance was September 13, 1943.

20245

WHEREAS, in GRAYSON COUNTY, the construction of the Denison Dam has reached a point where STATE HIGHWAY NO. 91 will be inundated and closed, as per previous minutes on record,

THEREFORE, IT IS ORDERED that State Highway No. 91 from the Red River near Preston to Denison be cancelled and that a Farm to Market Highway be designated from Denison to a point near the lake shore, over former State Highway No. 91. State maintenance is to be continued on the Farm to Market Highway.

20246

In GRAYSON COUNTY, it is the declared intention of the State Highway Commission to designate and maintain a SPUR extending from Denison to the southern boundary of the Federal Government property at the Denison Dam, a distance of approximately 2.8 miles, conditioned upon the understanding outlined below.

1. That no County indebtedness prevails against the road, as indicated by letter from the County Judge to our District Engineer, dated March 4, 1943.
2. That the County will furnish such right-of-way as may be required.
3. That this minute of the Highway Commission, being only a declaration of intention, shall be presented to the County for consideration and acceptance in full, without modification, by appropriate resolution passed officially by the Commissioners' Court of Grayson County. Such resolution, if passed, will be

(Continued on next page)

October 6, 1943

20246 Continued --

accepted by the State as a full understanding of the conditions proposed and confirmation of the statements herein made. Upon receipt of such resolution from the County, the State Highway Commission will pass an appropriate order confirming this intention and giving operative force thereto.

20247

WHEREAS, in GRAYSON COUNTY, Texas, and in Bryan County, Oklahoma, the U. S. Government has constructed a dam across the Red River near Denison, Texas, thereby destroying as a necessary travel facility by inundation a part of TEXAS HIGHWAY NO. 91, and a part of Oklahoma Highway No. 99, and,

WHEREAS, by letter of April 29, 1941, addressed to the U. S. Engineers at Denison, the State Highway Engineer for Texas, at the direction of the State Highway Commission, requested a statement of the proposed payment of adjustment for the property to be taken or destroyed by reason of the construction of the proposed dam by the U. S. Government, and,

WHEREAS, several preliminary meetings were held over a period of several months between the U. S. Engineer and the Engineers of the Texas Highway Department, some of which meetings were attended by representatives of the Oklahoma Highway Commission, to determine the anticipated damages to Texas Highway No. 91 and Oklahoma Highway No. 99 by reason of the construction of said dam, or the approximate cost of providing a new bridge across the Red River near Willis, Oklahoma, and,

WHEREAS, as a result of said meetings a joint meeting of the U. S. Engineers and Highway Commissions of Texas and Oklahoma, and their respective State Highway Engineers, was held at Dallas, Texas, on September 23, 1941, to discuss and, if possible, to arrive at a fair settlement of the States' claim, and,

WHEREAS, it was the expressed desire of the U. S. Engineers at said meeting that a monetary settlement of the matter be submitted by the two States, a joint minute was passed by the Highway Commissions of Texas and Oklahoma and transmitted to the U. S. Engineers on September 29, 1941, proposing the amount of \$1,440,000.00 as equitable compensation for damages by reason of the construction of said dam, to be divided equally by the States of Texas and Oklahoma, and,

WHEREAS, at a meeting held in Austin, Texas, on December 2, 1941, between the U. S. Engineers and the Texas Highway Commission, acting for itself and on behalf of the Highway Commission of Oklahoma, an agreement was reached fixing the monetary settlement of the claim at \$1,212,000.00, based on the then existing conditions, to be divided equally between the two States, and instructing the attorneys to prepare a contractual agreement between the U. S. Government and the respective States, for consideration of \$606,000.00 to be paid by the U. S. Government when certain conditions had been complied with, and,

WHEREAS, a copy of the said contractual agreement, bearing date of December 6, 1941, properly executed by all parties thereto, was received on January 27, 1942, from the U. S. Engineers, but with statement that no payment could be made to the respective States until flowage easements, as stipulated in the agreement, were received and approved, and,

WHEREAS, properly executed copies of said flowage easements were prepared and transmitted to the U. S. Engineers at Denison, Texas, on February 12, 1942, and,

(Continued on next page)

October 6, 1943

20247 Continued --

WHEREAS, on February 23, 1942, the U. S. Engineers requested by telegraph that quit claim deeds be furnished instead of the flowage easements, which quit claim deeds were forwarded to the U. S. Engineers at Denison on March 6, 1942, and,

WHEREAS, said quit claim deeds were returned to the Texas Highway Department on April 20, 1942 for revision, and properly executed copies of the revised quit claim deeds were forwarded to the U. S. Engineers on April 29, 1942, and,

WHEREAS, all information requested by the U. S. Engineers had been submitted on April 29, 1942, U. S. Vouchers in the respective amounts of \$606,000.00 were not received by the States until August 18, 1942, and,

WHEREAS, during the meeting at Austin, Texas, on December 2, 1941, at which the terms of settlement were agreed upon, and at the time of execution of the contractual agreement on December 6, 1941, it was suggested and anticipated that the U. S. Engineers priority preference rating for the construction of the Denison dam could be extended to include the critical materials, construction hardware, etc., necessary for the construction of the bridge and approaches at Willis, Oklahoma, which bridge was to be built to replace the destroyed bridge on Texas Highway No. 91 and Oklahoma Highway No. 99, and,

WHEREAS, on account of the increasing difficulty in obtaining steel, due to increased demands by war industries, the Texas Highway Commission, on March 25, 1942, requested the U. S. Engineers to obtain extension of priority rating for the Denison dam to include critical materials for the sub-structure only for the Willis Bridge, thereby reducing the amount of critical materials to be used approximately 80%, and,

WHEREAS, the Highway Departments of Texas and Oklahoma were advised on April 7, 1942, by the U. S. Engineers, that an amended request had been submitted to the War Production Board for priority rating based on the construction of the sub-structure only of the Willis Bridge, and,

WHEREAS, on May 12, 1942, the U. S. Engineers transmitted copy of letter from the War Production Board requesting that priority preference rating covering the critical materials needed for the construction of the sub-structure of the Willis Bridge be submitted to the War Production Board in lieu of extending the U. S. Engineers priority preference rating for the Denison dam, and,

WHEREAS, the formal request, with information requested by the War Production Board, was forwarded to the U. S. Engineers at Denison on June 5, 1942, it was not until August 25, 1942 that notice was received of the War Production Board's refusal to grant approval for priority preference rating, and,

WHEREAS, the Highway Commissions of Texas and Oklahoma, at an especially arranged meeting with the War Production Board in Washington on October 2, 1942, presented additional information and reasons why the priority preference rating for the critical materials for the sub-structure of the bridge should be granted without delay, but to no avail, making it necessary to delay the construction of the sub-structure for the new bridge until after the war or until such time as construction steel was available, and,

WHEREAS, the amount of \$1,212,000.00, as measure of damages or estimated cost of constructing a new bridge at Willis, Oklahoma, was

(Continued on next page)

October 6, 1943

20247 Continued --

based upon the construction of the sub-structure over and across a dry valley offering little or no construction difficulties, and,

WHEREAS, the refusal of the War Production Board to grant priority preference rating, making it necessary to delay the construction of the sub-structure for the duration of the war, will require a complete change in design and construction methods due to flooding of the bridge site by backwater from the dam to a depth of 35-feet or more, thereby greatly increasing the cost of construction, and,

WHEREAS, it is estimated that the cost of the new bridge, based on 1941 unit prices and increased quantities, will be increased from \$1,212,000.00, the basis of the contractual agreements, to \$2,260,768.00, or a total increase of \$1,048,768.00, and,

WHEREAS, it is believed that the above referred to contractual agreements were entered into in good faith and represented a fair and just settlement of the claim of the two States at the time of execution, and,

WHEREAS, the refusal of the War Production Board to grant priority preference rating for the bridge sub-structure while at the same time the work on the dam was permitted to proceed, thereby impounding the river water, will place an undue and unanticipated financial burden on the two States to provide a new bridge and approaches across the Red River, a burden which in fairness should be the responsibility of and assumed by the U. S. Government;

IT IS, THEREFORE, ORDERED by the State Highway Commissioners of Texas and Oklahoma, acting jointly, that claim be filed with the proper U. S. Agency, requesting an additional payment to the two States in the amount of \$1,048,768.00, to be divided equally between Texas and Oklahoma.

20248

In GUADALUPE COUNTY, on STATE HIGHWAY NO. 123, extending from Seguin to the Hays County line, a distance of approximately 15.5 miles, the State Highway Engineer is directed to proceed with preparation of right-of-way deeds, plans, and specifications for grading, base repairs, and base preservative, right-of-way deeds to be delivered to the County for execution, and to proceed with this work under permissible emergency Federal regulations.

20249

WHEREAS, in HARDIN AND JEFFERSON COUNTIES, the desirability of designating and maintaining a Farm to Market Road extending from Sour Lake to Nome is under consideration; and

WHEREAS, the Counties, acting through their constituted authorities, have requested this designation and maintenance and have pledged that the Counties will retain full and complete responsibility for the full and final payment of all indebtedness prevailing against the road; and

WHEREAS, in offering to retain full responsibility for indebtedness prevailing against the road they recognize the financial gain that will accrue to the Counties from State assumption of the expense of future maintenance along the proposed designation; and

WHEREAS, Senate Bill No. 348, Regular Session, Forty-Eighth Legislature, makes possible County retention of prevailing indebtedness on Farm to Market roads designated by the Highway Commission; and

(Continued on next page)

October 6, 1943

20249 Continued --

WHEREAS, the Highway Commission in its deliberation of the merits of this designation and maintenance has taken into consideration the policy of allowing county indebtedness to remain with the County, as well as the enabling legislation therefor;

NOW, THEREFORE, IT IS ORDERED that a Farm to Market Road be and is hereby designated, extending from Sour Lake to Nome, a distance of approximately 9.0 miles, said road to be signed for the proper guidance of the traveling public as FARM TO MARKET HIGHWAY, and the State Highway Engineer is directed to inaugurate negotiations with Hardin and Jefferson Counties to consummate an agreement whereby the Counties and/or Road Districts, acting by and through the Commissioners' Court, in consideration of this designation and maintenance, will retain full responsibility for all prevailing indebtedness against the road or roads that may serve either temporarily or permanently as a part of this designation, all as permitted under Senate Bill No. 348, Regular Session, Forty-Eighth Legislature, and furnish such right-of-way as may be required. It is further ordered that an appropriation of \$4,500.00 be and is hereby made providing for the maintenance of this section of Highway for the balance of the fiscal year. This order of the Highway Commission will not become effective until the agreements have been executed by the authorized officials of Hardin and Jefferson Counties and the State Highway Department.

This Minute shall supersede the provisions of Highway Commission Minute No. 17044 as they may affect the above described designation.

A.F.E. 43-193

20250

In HUNT COUNTY on WAR HIGHWAY NO. 20 from a point on State Highway 34 south of Greenville east to Majors Basic Field, a distance of approximately 2.0 miles designated by Minute No. 20147 dated August 3, 1943, it is ordered by the Commission that the actual official date of State assumption of maintenance was September 6, 1943.

20251

In JACKSON COUNTY, on STATE HIGHWAY 111, Control L-346-7-2, it is ordered that an increased appropriation of \$15,000.00 be and is hereby made to permit completion of the work now under way between Lavaca County Line and 4.4 miles northwest of Edna.

A.F.E. 43-194

20252

In JOHNSON AND TARRANT COUNTIES on U. S. HIGHWAY 81, U. S. HIGHWAY 67 and STATE HIGHWAY 183 and LOOP 10, it is ordered by the Commission that the special specification Stencil 4-41-1096R3 "Aggregate, Grade A" in the L. H. Lacy & Company contract in the above mentioned counties designated as projects M-14-4-11, M-94-2-7, M-260-1-11 and M-363-2-2 be changed to "Special Specification, Aggregate, Grading A Modified" and that the supplemental agreement dated August 24, 1943 is hereby approved.

20253

WHEREAS, in KAUFMAN AND HENDERSON COUNTIES, the desirability of designating and maintaining a Farm to Market Road, extending from Mabank in Kaufman County to an intersection with the approved location of Highway No. 274 between Toole and Tolosa, is under consideration; and

WHEREAS, the Counties, acting through their constituted authorities, have requested this designation and maintenance and have pledged that the Counties will retain full and complete responsibility for the full and final payment of all indebtedness prevailing against the road; and

(Continued on next page)

October 6, 1943

20253 Continued --

WHEREAS, in offering to retain full responsibility for indebtedness prevailing against the road they recognize the financial gain that will accrue to the Counties from State assumption of the expense of future maintenance along the proposed designation, and

WHEREAS, Senate Bill No. 348, Regular Session, Forty-Eighth Legislature, makes possible County retention of prevailing indebtedness on Farm to Market Roads designated by the Highway Commission; and

WHEREAS, the Highway Commission in its deliberation of the merits of this designation and maintenance has taken into consideration the policy of allowing County indebtedness to remain with the County, as well as the enabling legislation therefor;

NOW, THEREFORE, IT IS ORDERED, that a Farm to Market Road be and is hereby designated, extending from Mabank in Kaufman County to an intersection with the approved location of Highway No. 274 in Henderson County, a distance of approximately 6.4 miles, said road to be signed for the proper guidance of the traveling public as a FARM TO MARKET HIGHWAY, and the State Highway Engineer is directed to inaugurate negotiations with Kaufman and Henderson Counties to consummate an agreement whereby the Counties and/or Road Districts, acting by and through the Commissioners' Courts, in consideration of this designation and maintenance, will retain full responsibility for all prevailing indebtedness against the road or roads that may serve either temporarily or permanently as a part of this designation, all as permitted under Senate Bill No. 348, Regular Session, Forty-Eighth Legislature, and furnish such right-of-way as may be required. This order of the Highway Commission will not become effective until the agreement has been executed by the authorized officials of Kaufman and Henderson Counties and the State Highway Department. Minute No. 11801, dated January 21, 1936, is hereby canceled.

20254

In LAMAR COUNTY on FARM HIGHWAY 79, it is ordered by the Commission that an appropriation of \$66,000.00 be and is hereby made to cover the work of grading and drainage, flexible base and asphalt surface from Paris to Unity, a distance of 15.6 miles. This work is to be performed on the day labor basis through the Maintenance Division.

A.F.E. 43-195

20255

In LLANO COUNTY on STATE HIGHWAY 29, it is ordered by the Commission that an appropriation of \$3,545.00 be and is hereby made for the purpose of repairing Flag Creek Bridge. This work is to be performed on the day labor basis through the Maintenance Division.

A.F.E. 43-196

20256

In MIDLAND AND UPTON COUNTIES on STATE HIGHWAY 349, from a point 12 miles south of Midland to Rankin, it is ordered by the Commission that an appropriation of \$48,000.00 be and is hereby made for the purpose of improving this highway with the aid of county equipment and county furnished material sources as provided for in Minute 20123 dated August 3, 1943. This work is to be performed on the day labor basis through the Maintenance Division.

A.F.E. 43-197

October 6, 1943

20257

In MOTLEY COUNTY on U. S. HIGHWAY 70, it is ordered by the Commission that an appropriation of \$10,164.00 be and is hereby made for the purpose of widening the crown and flattening fill slopes from 6.317 miles west of Matador to Matador, a distance of 6.317 miles. This work is to be performed on the day labor basis through the Maintenance Division.

A.F.E. 43-198

20258

In NACOGDOCHES COUNTY on LOOP NO. 34, it is ordered by the Commission that an appropriation of \$7,550.00 be and is hereby made for the purpose of repairing the base and surface on the loop through Chireno, a distance of 1.5 miles. This work is to be performed by day labor methods through the Maintenance Division.

A.F.E. 43-199

20259

In NOLAN COUNTY on U. S. HIGHWAY 80, it is ordered by the Commission that an appropriation of \$30,603.00 be and is hereby made to cover the work of stabilizing shoulders on U. S. Highway 80 from the Overpass, 1.0 mile East of Sweetwater to 9.8 miles East of Sweetwater, a distance of 8.8 miles. This work is to be performed on the day labor basis through the Maintenance Division.

A.F.E. 43-200

20260

In PALO PINTO AND PARKER COUNTIES, an engineering and traffic investigation having been made to determine and fix the maximum, reasonable, and prudent speeds as evidenced by plans which are attached hereto and made a part hereof on that section of U. S. HIGHWAY 180 from the East City Limits of Mineral Wells east to Rock Creek, a net distance of 3.237 miles, as shown on the attached plans which are hereby approved.

It is ordered by the Highway Commission that the State Highway Engineer be authorized to proceed with the erection of appropriate signs showing the maximum, reasonable, and prudent speeds at points designated in the above referred to plans.

20261

In TOM GREEN COUNTY on U. S. HIGHWAY 277, it is ordered that an appropriation of \$35,000 be and is hereby made to continue the improvement of this highway between San Angelo and Sonora, this appropriation being made for resectioning and widening work from Christoval to the Schleicher County Line, a distance of 6.5 miles.

The State Highway Engineer is directed to initiate such procedure as he may deem advisable and necessary to undertake this work.

A.F.E. 43-201

20262

WHEREAS, in WASHINGTON, BURLESON, BRAZOS AND ROBERTSON COUNTIES, recent designations have been made and to maintain clarity and uniformity in numbering it is desirable to make certain changes,

THEREFORE, it is ordered that STATE HIGHWAY NO. 211 be cancelled and the description of Farm to Market Highway No. 50 amended to read: "From a junction with U. S. Highway No. 79 south of Hearne, via Mumford to a junction with State Highway No. 21 east of the Brazos River; and from a junction with State Highway No. 21 near the west bank

(Continued on next page)

October 6, 1943

20262 Continued --

of the Brazos River, south via Independence to a point on State Highway No. 90, approximately 3 miles east of Brenham."

It is also ordered that the description of FARM TO MARKET HIGHWAY NO. 60 be amended to read: "From a point on State Highway No. 6 southeast of Bryan to a point near the east bank of the Brazos River, a distance of approximately 6.8 miles; and from the State Experimental Farm Sub-Station, approximately 6.0 miles east of Snooks, southwest to a point on State Highway No. 36 near Lyons."

20263

WHEREAS, in HARRIS COUNTY, the properly authorized officials of the City of Houston and the County of Harris, in their consideration of many needed highway, road, and street facilities, have presented to the Texas Highway Department a proposed plan for the future relocation and development of U. S. HIGHWAY NO. 75, extending from Main Street in a southerly direction through the metropolitan area, utilizing the right-of-way of the abandoned Galveston-Houston Electric Railway, known as Interurban Boulevard; and

WHEREAS, said officials of the City of Houston and the County of Harris have requested formally the Texas Highway Department to lend its assistance and encouragement to the development of this traffic way by expending funds that have been or may be available to the Highway Department for a portion of the cost of said project; and

WHEREAS, the Texas Highway Commission has carefully investigated this proposed route and project and finds same to be of unquestioned merit from the standpoint of relief from traffic congestion, speeding up of the movement of inter-city and intra-city traffic, and consequently of material aid and benefit in the saving of time of persons traveling the area to be served by this route; and

WHEREAS, it is mutually agreed that the War in which our Country is now engaged makes it most necessary that construction materials, man power, and construction transportation be utilized whenever and wherever necessary in the war effort, making it both undesirable and impracticable to attempt any appreciable construction on this traffic way at the present time; but it is further agreed that a project of this character and magnitude requires careful and lengthy planning, as well as tedious detailed operations in its early stages, making it most logical that a future plan be agreed upon at the present time in order that such planning and early development may take its course to provide for rapid project development when conditions permit the consummation of same;

NOW, THEREFORE, the Texas Highway Commission tenders collectively to the City of Houston and the County of Harris, through the authorized officials thereof, a tentative proposal for the development of this project cooperatively as follows:

A general project description precedes an outline of responsibilities of each Party.

The general plan of project development will extend from Main Street to approximately 0.5 mile south of the South Houston-Garden Villas Road, including Jefferson, Calhoun, Pierce, and Gray Streets from Main Street to point of transition from street to freeway pattern at or near Dowling Street, thence through said transition and generally along Interurban Boulevard to southern terminus of project. Jefferson and Gray Streets are to be provided with pavement of sufficient width from Main Street to Jackson Street for four lanes of moving two-way traffic, from Jackson Street to point of transition for three lanes of moving one-way traffic, and with provisions for parking on both sides of

(Continued on next page)

October 6, 1943

20263 Continued --

each, additional to the moving traffic lanes. Calhoun and Pierce Streets are to be provided with pavement of sufficient width from Main Street to point of transition for four lanes of moving two-way traffic with provisions for parking on both sides of each, additional to the moving traffic lanes. A suitable transition is to be provided from street to freeway pattern connecting all streets above named with the freeway. A freeway is to be provided of six lane capacity divided by esplanade and supplemented by service roads and limited connections on either or both sides as need be from point of transition to Griggs Road, and of four lane capacity divided by esplanade and supplemented by service roads and limited connections on either or both sides as need be from Griggs Road to southern terminus of project. Service roads are to be of sufficient width for two lanes of moving traffic and for one lane of parking adjacent to right-of-way line, and if extended across railroads it is planned that such crossings will be at grade. No intersecting highway, road, or street shall cross the freeway at grade. Eight grade separations are contemplated by the plan within the limits of the freeway for intersecting roads or streets, three additional for separation of railroad tracks and roads in combination, and one additional for separation of the H. B. & T. Railroad alone. The S. A. & A. P. Railway industrial track may remain in place provided all switching operations are confined to those daily periods of minimum traffic on the street pattern.

It shall be the responsibility of the City of Houston to:

1. Present to the Texas Highway Department its proposed plan for financing its portion of the work provided in this order so that the Department may be assured of the continuous development and maintenance of the project within the City of Houston.
2. Indemnify the State from any and all claims growing out of or resulting from construction of this project within the City, in accordance with standard forms to be provided by the State.
3. Pass such ordinances as may be required to prohibit streets from crossing the freeway at grade and to cite the authority for such action.
4. Furnish such unobstructed right-of-way as may be required within the City of Houston, including not less than an eighty (80') foot width along Jefferson, Calhoun, Pierce, and Gray Streets, extending from Main Street to point of transition from street to freeway pattern, not less than that required for the transition proper including contiguous areas necessary for safety and sightliness, and not less than a two hundred and thirty (230') foot width along the freeway from point of transition to the city limits.
5. Plan, finance, and construct the traffic facilities in their entirety as proposed for Jefferson, Calhoun, Pierce, and Gray Streets, extending from Main Street southerly to the transition from street to freeway pattern, accepting State Participation in that portion of the construction costs hereinafter made the responsibility of the State.
6. Plan, finance, and construct all pertinent construction necessary to complete the freeway section within the city limits, including sewer inlets, manholes, landscaping, storm sewers, sidewalks, utility adjustments, lighting, traffic control devices, etc., all as may be required, with the exception of those portions of the work hereinafter made the responsibility of the State.
7. Maintain the entire project length extending from Main Street southerly to the city limits.

(Continued on next page)

October 6, 1943

20263 Continued --

It shall be the responsibility of the County of Harris to:

1. Cooperate with the City of Houston and/or State with the enforcement of the freeway principle of prohibiting streets or roads from crossing the freeway at grade.
2. Furnish such unobstructed right-of-way and channel easements as may be required between the city limits and the southern terminus of the project.

It shall be the responsibility of the State, Texas Highway Department, to:

1. Render consulting engineering advice as may be solicited by the City of Houston on the section extending from Main Street southerly to the transition from the street to the freeway pattern.
2. Plan, finance, and construct the twelve grade separation structures and approaches for the intersecting streets, railroads, and combinations thereof as provided for in the general plan, as well as the grading, transverse drainage structures within the normal right-of-way, curbs, gutters, and pavement for the freeway pattern, extending from and through the street transition to the southern terminus of the project.
3. Provide finances to the City of Houston to the extent of Fifty (50%) per cent of the actual cost of constructing the Jefferson, Calhoun, Pierce, and Gray Street routes, extending from Main Street southerly to the transition from street to freeway pattern, said construction being participating only for the items of grading, transverse drainage structures within the normal right-of-way, curbs, gutters, and pavement.

It is mutually agreed by all parties concerned that no part of the state finance shall be available for items of project cost other than those hereinbefore identified as items participating in State aid, and that the expenditures made or to be made by the City of Houston in the development of this project are for the benefit of the City of Houston and the properties therein, and shall not now or in the future be considered in any manner an obligation of the State or any of its tax sources.

This order of the Commission constitutes a tentative proposal and shall not be considered as fully operative until such time as it may have been accepted by official action of the City of Houston and the County of Harris, and such acceptances concurred in by the State Highway Commission.

20264

WHEREAS, in the designation, maintenance, and construction of the State Highway System in past years it has been the general policy of the State Highway Commission, in recognition of the vast needs of the rural highway system of this state, as well as the statutes of the State of Texas relative to the Highway Department and the municipalities, to concentrate the highway designations and the expenditure of construction and maintenance funds on the sections of State Highways outside of municipal limits, marking certain routes through such municipalities in order to provide a connected travel way for the motorist; and

WHEREAS, the official representatives of the various municipalities have from time to time brought to the attention of the Highway Commission the increased wear and tear of the pavement on those Streets within municipalities over which State and Federal Highways are routed and have pointed out the need of providing and maintaining a travel

(Continued on next page)

October 6, 1943

20264 Continued --

facility on such Streets adequate for the increased use thereof because of such routing; and

WHEREAS, said officials have requested of the Highway Commission that they render financial assistance in the improvement of such Streets and for their adequate maintenance thereafter, in order that the public traveling thereon may be properly served; and

WHEREAS, the Legislature of the State of Texas did enact Senate Bill No. 415, effective May 15, 1939, authorizing and empowering the State Highway Commission in its discretion to enter into contracts or agreements with the governing bodies of incorporated cities, towns, and villages relative to the location, relocation, construction, reconstruction, and maintenance, control, supervision, and regulation of designated State Highways within or through the corporate limits of such municipalities; and

WHEREAS, it is the desire of the Highway Commission to render cooperation and assistance to municipalities on the highway routes through such municipalities, in accordance with the desires of such municipalities and the permission granted by the Legislature, as cited herein, insofar as the financial ability of the Department will permit;

NOW, THEREFORE, BE IT ORDERED that the following general policy concerning highway routes through municipalities be established as a maximum policy for guidance until such time as necessary modifications or additions may become apparent.

1. Any and all financial cooperation rendered, as herein-after provided, by the State Highway Department to incorporated cities, towns, and villages shall be accomplished under a contract or agreement entered into in accordance with Senate Bill No. 415, as hereinbefore referred to.

2. It shall be the general policy of the Department to confine its assistance to the traveled surface of the street or roadway and those things beneath such traveled surface necessary for the proper support of same under the vehicular loads encountered.

3. As a general policy all of those things that affect property rights, life, health, etc., of adjacent property owners and dwellers within the limits of the municipality shall remain a function and responsibility of the municipality itself.

4. When and if requested by the proper governing officials of an incorporated city, town, or village, and contract and agreement provisions can be agreed upon, the State Highway Department will maintain, recondition, reconstruct, and/or construct the traveled surface and its support on highway routes through such municipalities, as may be now or hereinafter officially designated by the Highway Commission in all of such incorporated cities, towns, or villages in Texas, with the exception that maintenance operations and responsibilities shall not be accepted by the Highway Department in the congested or downtown sections of cities with a population in excess of 15,000 at the last available Federal census.

5. It shall be the function and responsibility of the Highway Department to determine routing, location, width, design, etc., where state finances are used for participating features herein described, said determinations being made by the Department after careful consideration of any expressed views as may be tendered by the governing officials of the municipality involved.

(Continued on next page)

October 6, 1943

20264 Continued --

6. It shall be understood and agreed and so provided that all contracts between the State Highway Department and all cities, towns, and villages are for the purposes of State highway improvements and maintenance, and shall in no way be considered to cover any present or past obligations, either real or anticipated, concerning such routes through municipalities.

7. It shall be the understanding of the Department that this revision of past policies is based upon a desire to render better traffic service by making possible provisions for the most needed highway facilities in our State, and their maintenance, in keeping with the funds available, and, consequently, it shall be the policy of the Highway Commission to set a maximum degree of expenditure for maintenance, reconditioning, reconstruction, or construction within the limits of incorporated cities, towns, and villages, not to exceed 4% of the net revenues accruing to the Department from all sources during a current fiscal year.

20265

In the following counties an appropriation of \$100,550.00 is hereby made in amounts shown opposite the project number for the construction by Day Labor Method under the authority as shown:

COUNTY	PROJECT NO.	HWY.	LENGTH	TYPE	LIMITS	AMOUNT
Coke	L-454-4-1	RM 18	6.139	Gr., Str., Base & Asphalt	Robert Lee TO: \$ 6.139 Mi. Northerly	5,000.00
Red River	L-221-3-13	US 271	2.533	Soil Cement Bs. & Seal Coat	Johntown TO: 1.5 Mi. S. of Bogata	38,300.00
Leon	L-335-1-4	7	7.121	Flex. Base & Db1. Asph. Surface	Centerville TO: 7.121 Mi. E. of Center- ville	57,250.00
TOTAL						\$ 100,550.00

A.F.E. 43-202

20266

An initial construction appropriation of \$77,000.00 Defense Access Funds is hereby made to be used for the construction of DANR 7-A (2), Control 918-17-5, in DALLAS COUNTY.

A.F.E. 43-203

20267

WHEREAS, in ANDREWS COUNTY, the desirability of designating and maintaining a Farm to Market Road, extending from Andrews west, is under consideration; and

WHEREAS, the County, acting through its constituted authority has requested this designation and maintenance and has pledged that the County will retain full and complete responsibility for the full and final payment of all indebtedness prevailing against the road; and

WHEREAS, in offering to retain full responsibility for indebtedness prevailing against the road they recognize the financial gain that will accrue to the County from State assumption of the expense of future maintenance along the proposed designation; and

(Continued on next page)

October 6, 1943

20267 Continued --

WHEREAS, Senate Bill No. 348, Regular Session, Forty-Eighth Legislature, makes possible County retention of prevailing indebtedness on Farm to Market Roads designated by the Highway Commission; and

WHEREAS, the Highway Commission in its deliberation of the merits of this designation and maintenance has taken into consideration the policy of allowing County indebtedness to remain with the County, as well as the enabling legislation therefor;

NOW, THEREFORE, IT IS ORDERED that a Farm to Market Road be and is hereby designated, extending from Andrews west a distance of approximately 16.0 miles, said road to be signed for the proper guidance of the traveling public as a RANCH TO MARKET HIGHWAY, and the State Highway Engineer is directed to inaugurate negotiations with Andrews County to consummate an agreement whereby the County and/or Road District, acting by and through the Commissioners' Court, in consideration of this designation and maintenance will retain full responsibility for all prevailing indebtedness against the road or roads that may serve either temporarily or permanently as a part of this designation, all as permitted under Senate Bill No. 348, Regular Session, Forty-Eighth Legislature, and furnish such right-of-way as may be required. This order of the Highway Commission will not become effective until the agreement has been executed by the authorized officials of Andrews County and the State Highway Department.

20268

In HUTCHINSON COUNTY, at Borger, it is ordered that an allotment in the amount of \$38,000.00 be made for the maintenance improvement of the business route of STATE HIGHWAY NO. 117 along Main Street through the City of Borger, a distance of approximately 8800 feet, and the State Highway Engineer is directed to proceed with this maintenance work at such time as the City of Borger shall have executed all necessary agreements as provided by policy Minute No. 20264, as previously passed by the Highway Commission.

A.F.E. 43-204

20269

It is ordered by the Commission that the Regular Meeting of the State Highway Commission be closed at 5:30 P. M., October 6, 1943.

I hereby certify that the above and foregoing pages constitute the full, true and correct record of all proceedings and official orders of the State Highway Commission at its Three Hundred and Thirty-Sixth Meeting, a regular meeting, held at Austin, Texas on October 6, 1943.

Helen Leonard
CHIEF MINUTE CLERK

TEXAS STATE HIGHWAY COMMISSION